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VOL. XIII. NO. 36.

GREENVILLE, KY., THURSDAY, OCTOBER 19, 1911.

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WASTE IN HIGHWAYS

HALF THE MONEY SPENT IN PUBLIC ROADS IS THROWN AWAY.

'GOOD ROADS,' UNIVERSAL CRY

Everybody Wants Something Done, but Nearly Every Community Is Groping in the Dark-Time to Face

By HOWARD H. GROSS.

No one who is familiar with the way road work has been handled for the last twenty years will dispute that half of the time and money expended spen our public roads by the kit and mins methods employed has been wasted. Most observers will say the waste is even greater. The country over, the outlay approximates \$20,000,-We have gone on from generation to generation pursuing this absurd plan, or rather lack of plan. It is a most unbusinesslike and reprehensible proceeding. No business enterprise could last a year with such a fearful waste. A calculation made rect waste on Illinois roads by doing i stads and extending the work in the

regetres coretdorable engineering experionce the farmer does not and is ot expected to have. It is no reflection upon him to may he is not a succomful road builder-ony more than it would be to question his chility in carpentry. To have the heat supervislon the township or read district is too small a unit. The utileage is too Hmited to make it practical to have an experienced road builder in chargo, itence the present thought is that the county should be the road district, or perhaps there might be two districts in large counties. The road superengineer employed by the year, or the nearen. Let him get the necessary About and Try for Better Results. tools, men and teams and do the work when it ought to be done. When grad irg is necessary, the earlier in the spring it is done the better. The surface ought not to be disturbed after the first of July.

The first and most important step is road drainage. No drain, no road. It is exceedingly important to have one in charge who knows his business. As road drainage will be treated at length in another article, the writer will not elaborate upon it at this time. The drains can be laid at any sensor

with great care by one of the best au- five-year campaign of grading and thorities in the state, contends the di- draining, beginning with the main

when the frost is out of the ground. Culverts can be built, the roads dragged, weeds cut, etc. This will give work from early spring until fail. With the county as a unit, plan a



Country School House on Bad Road, Near Conklin, Tenn.

It would be hard to find a greater contrast than the two pictures in this article sines. They are only a few miles apart. In one there is an air of shiftlesanesa, while in the other there is evidence of thrift, progress and refinement. Can any one doubt which is the letter school or which community gets the most out of life.

ing the right thing, then doing it at ten to fifteen townships, one good enthe wrong time, causes a loss of \$10. gineer with three or four gauge of

have we more signally falled than in will make such a showing, that people dealing with the question of the high- will wonder they ever tolerated the ways. It is time to face about and old bit and miss methods. make an effort to get better results. Is it any wonder people are "gore" They have been at it for generations and with here and there an exception, the roads are no better than they were to begin with

The question pow is what specific things shall be done in order to get better results. The first step in the writer's opinion is to wipe out the labor system of "working out" the tax by the annual plenic or talkfest, that usually takes place in the early fall. when everybody turns out to "improve" the road. There is no definite plan; the practice is to plow and scrape, and fill the center of the road with sod, weeds brush and earth. making what before was a passable road one that is impassable. The lateness of the season prevents a proper settlement before the heavy fall rains and the winter sets in. The weeds. sod and brush are sure to make trouble for a year or more. Many a time the writer bas observed a bunch of men and teams do a hundred dollars' and dragged a mile of road, goigg worth of damage to work out a fifty-

the wrong thing, or if perchance do | order of importance. In a county of men with machinery, each having a In no department of administration good foreman, in three or four years

If the method suggested was adopted and followed, it would at least don when it comes to paying road taxes? bie the results for the taxes now paid. By having regular employment, both the men and horses would become proficient and do more in a day than the "greenhorn" would do in two days, phones, Store 72; Residence 108. and the work will be far better done

as well. The above outline is for the treat ment of earth roads. When the time comes, and come it will, when the main roads will have to have a hard, mooth wearing surface of sione, gravel or brick, all of the work pre clously done as above set forth, will be valuable as a preparation for the

permanent road. The inauguration of such a plan will appeal to the people; they will see hey are getting something for the money paid. Their attitude will shange from one of hostility to friendly co-operation, and this is of much importance. The writer once saw any enterprising farmer who had a road drag. He took it out in a rain storm twice over it until it was to his lar



Cedar Grove School House, Near Knoxville, Tenn.

stunts of wrestling, jumping and other athletic diversions, make it a holiday enjoyed by every one.

There is but one thing to do: Colluct all the read taxes in each and payto have the work done under the best supervision obtainable.

This working out the road tax dates back before the war, when there was very little money in circulation, and it was next to impossible for the people to pay the tax in any other way. It is different now. The labor system has outlived its unefulness and should

Road building, even if a dirt road,

callar road tax. The stories told, the Zutge as smooth as a ribben. No cooner had he turned in under cover than he caw a neighbor with two teams coming down over the road, undoing all he had done. The comment mude would not look well in print if the party in question had may appreciation of the fitness of things, he would have driven along the side of the road, and left the dragged surface so it would shed water and dry smooth. A five-dollar fine with costs would have been a good lesson.

The sentiment is everywhere for better highways. "Good Ronds" is the universal cry every body wants some thing done, but nearly every commu

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